

1996 Montana state aviation system plan

Airport Land-Use Compatibility Studies Capital Improvement Plans

The **Airport Land Use Compatibility Study** portion of the 1996 State Aviation System Plan is a study of land uses that directly affect the airports to be studied and the measures available to airports such as Montana Code Annotated (MCA) title 67 to control incompatible uses. An Airport Influence Area, (AIA), was mapped around each airport as described in MCA title 67, chapter 4. After the Airport Influence Area mapping was completed and land uses underneath the AIA were found, an analysis was conducted to determine current and planning strategies for each site. Meetings involving local interested parties governing powers while the inventories were being taken were held to derive ideas from the user, landowner, and governing community. Each airport was provided with an "action pack" tool to create an Airport Influence Area as mapped in the study and set forth in MCA title 67, chapter 4. Another zoning action pack was provided to assist the airport in creating needed zoning around the airport. Recommendations for the implementation of land use and/or height restrictions within the AIA and/or other surrounding areas that are allowed under MCA title 67 were made. These recommendations assisted the airport sponsors with protection from incompatible land-uses and potentially hazardous structures around the airport.

The **Capital Improvement Plans** (CIPs) portion of the 1996 State Aviation System plan consists of an in-depth review of potential development items to be accomplished over the next five years at 26 general aviation airports located throughout the state. Work items were prioritized with the creation of a new prioritization system by the consultant, with actual construction dependent on the availability of local and federal assistance. Although a CIP may list a dozen items to be constructed or rehabilitated in the next five years, it is more likely that only a portion of the improvements will be constructed due to local or federal funding constraints. In order to minimize this problem, the new prioritization system reflected heavily upon the sponsors ability to fund the projects and other items deemed important to budgeting for the FAA and the Division. The new prioritization system was a direct reflection of the trend to replace the current pre-application system for FAA Airport Improvement Program monies with CIP planning. The CIPs gave the FAA and Montana Aeronautics Division another tool for reviewing the needs and the financial feasibility of improving the general aviation airports in the state.